

WASHINGTON CITY.

SATURDAY EVENING, OCT. 3, 1857.

Mr. J. H. BROWN, of Philadelphia, is our general traveling agent, assisted by James H. Brown, John Collins, J. H. Brown, W. H. Brown, John K. Brown, E. A. Brown, R. S. Brown, T. A. Brown, A. D. Brown, R. T. Brown.

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Mr. Wilmot once professed to be a democrat. He left the democratic party because it failed to form the same estimate of his character and importance that he had. After turning abolitionist and opposing his former associates, and securing a nomination for governor, feeling the weakness of his party, he sought and obtained some concuring action from a portion of the know-nothings after having crawled and begged for it. Not satisfied with his prospects, he is now engaged in the attempt to secure friends by misrepresenting the cause of the panic and failure of the banks in Philadelphia and in some other places. In a letter to David S. Brown he says:

"That the tariff policy of the government has much to do with the revolutions that periodically convulse the country is doubtless true, and is connected as that policy must ever be with all our financial and industrial interests. The very considerable reduction made in the tariff at the last session of Congress must have had a disastrous influence in bringing upon us the present state of things, as it stimulated greatly importations, causing heavier drafts upon the country for its production."

Had Mr. Wilmot been desirous of telling the truth, he would not have made this statement, the main point of which is untrue. The reduction of the tariff did not take effect until the first day of July last, and debts contracted for importations since made have not yet generally fallen due. They have not caused a drain of coins, and the shipment of specie was not the cause of the failure of the Philadelphia banks. If the causes which he assigns for the revolution were true, they would have caused the Boston and New York and other banks also to fail. Mr. Wilmot drew upon his imagination for his facts. If he had examined the subject he would have found his statement utterly untrue. He either recklessly made assertions about matters of which he had no knowledge, or intended wilfully to deceive. But if the change in the tariff last winter was wrong, who is responsible? We had a House the majority of which was composed of Wilmot's friends, with Mr. Banks, a black republican, for Speaker. If the bill was wrong, why did he not defeat it, as they could have done if the modification was unwise and inexpedient? In his effort to prejudice the democratic party and elevate himself, Mr. Wilmot seems ready to make any statement that he deems calculated to accomplish these objects, wholly regardless of its accuracy. Unless the electors of Pennsylvania are ready to reward deception, they will rebuke him in a manner worthy of the past character of her people.

RESIGNATION OF JUDGE CURTIS.
The following extract from a private letter from Mr. Justice Curtis, published in the New York Courier and Enquirer, sufficiently explains—if any further explanations were necessary—the motive of that gentleman's resignation of his seat upon the bench of the Supreme Court of the United States. The letter is dated September 14, 1857:

"If I had consulted only my own wishes, I should probably have retained the place. If I had added to these the implied obligation (the force of which I feel to retain permanently an office whose tenure has been made permanent for very reasons, I certainly should not have resigned it, save from considerations which seemed to me imperative."
"The salary attached to the office is utterly inadequate to afford a comfortable home for my family at Washington, while in attendance on the court there, and to pay other necessary expenses. There has not been one year since I was in the office that I have not expended my entire private income, and some years I have exceeded it; and certainly you will agree that at Washington I have not lived extravagantly. Indeed, I have lived in such a way as neither my family nor myself have ever been accustomed to; and I must be allowed to think, in such a way as is not consistent with the dignity of the office I have held."

ELECTIONS NEXT MONDAY.
Elections will be held in Georgia and Mississippi on Monday next for State officers and members of Congress. An election will be held in Kansas on the same day for territorial officers.

NON-ARRIVAL OF THE CALIFORNIA STEAMER.

At the time of going to press the California steamer had not arrived at New York. The president of the Pacific Mail Steamship Company explains that there is yet no cause of anxiety on account of the non-arrival of the Star of the West, as the steamer on the Pacific is one of the slowest of the line, and did not probably reach Panama until the 22d, and did not reach the Star of the West until the 23d, and would therefore be due at New York to-day or to-morrow.

THE LEMON CASE.

The following notice of this important case:
"The case of Lemon v. the State of New York, for the recovery of the value of eight slaves, late the property of said Lemon, a citizen of Virginia, is now before the full bench of the supreme court of this State, sitting in this city, on *error* from the superior court, which set the slaves free on a writ of *habeas corpus*, in 1852. Judge Paine presiding. Lemon and his wife, with these slaves, were on their way from Virginia to Texas, by water, taking this city in their course, as the most expedient and convenient route. The question is, whether their touching at this port under such circumstances, and with any intention to reside here, but only to remain until the next steamer should sail for their destination, was a violation of the laws, either of this State or the United States; or whether it was a right conceded to them by the laws of the United States. Judge Paine decided that they were not thus privileged. From his decision an appeal was taken as above to the supreme court of this State, before which the case is now being tried. Henry D. Lapugh and Charles O'Connor are counsel for Lemon, or in reality for the State of Virginia; and E. D. Culver, Wm. M. Evans, and Joseph Hunt for the defendant, or in reality for the State of New York. Mr. O'Connor opened yesterday on behalf of the plaintiff in a speech three or four hours long, and was followed by Mr. Evans for the defense in a speech which occupied most of the residue of the day. Both speeches were very able. The case will occupy two or three days, after a decision by this court will go up to the court of appeals, and ultimately to the Supreme Court of the United States. It is a case of considerable importance, as it involves the question whether a family of slaves, accompanied by their master and mistress, can lawfully touch at a port in a free State while passing from one slave State to another slave State. The State of Virginia commenced the suit by authority of the legislature of that State, and the State of New York defends it by order of its legislature. While the event is pending, we deem it undesirable to offer any remarks on the merits of the case. The principal points made by the counsel for and against the claimant will be found on next page."

STATE OF OUR FOREIGN COMMERCE IN 1857.

We published in our issue of September 17 an elaborately-prepared analysis of the official aggregate values of the foreign commerce of the United States during the fiscal year ending June 30, 1857, in which we exhibited, as the result of a carefully-balanced credit and debit account—predicated, of course, on the official statement which we had before us—a net balance in our favor after the year's operations of \$8,865,461. It is unnecessary to reproduce the elementary figures from which, by the plain rules of simple arithmetic combinations, we arrived at the given result, inasmuch as the figures were derived from an official statement, and neither the correctness of the calculations has been questioned nor the result itself disproved or invalidated. Holding back the amount of domestic specie and bullion exported, we ascertained, after crediting ourselves with \$3,403,229, the amount of specie imported minus the amount re-exported, that the balance against us—i. e., the excess of imports of merchandise over exports of merchandise—amounted to \$51,212,891. We could very easily have reduced to a mere nominal figure, if we could not have entirely cancelled, even this balance, by aggregating into one offset the amount of freights, commissions, insurances, excess of real values abroad over declared values at our custom-houses at the ports of departure; but we did not feel at liberty to travel out of the official record for us even for items of credit that none could question, especially as we held in reserve specie and bullion sufficient to meet the deficit and leave to our credit a balance of nearly \$9,000,000.

Our article purported to be nothing more than a mere résumé of the official statement of our foreign commerce in 1857, which had appeared a few days previously in the columns of the *Union*, and as such its general accuracy and correctness, both as respects its calculations and results, are fully endorsed by the very journals which have found fault with the article itself because it "did not embrace large quantities of goods imported during the three months preceding [April, May, June] which had been warehoused under the new tariff law" and further, because "the imports into New York for the months of July and August" were also excluded from "these returns."

Is the Boston Traveller, in which we find our article copied from the Boston Post, with this objection, quite sure that "these returns did not embrace large quantities of goods imported during the three months preceding"? or where did that journal learn that such goods were warehoused at all "under the new tariff law of 1857"? We had believed, and, with all due deference to the opinion of our Boston contemporary, we still believe, that the warehousing system was first recommended by Mr. Secretary Walker in his very able report of December 3, 1845, and that in pursuance of that recommendation it was incorporated in the tariff act of the following year, and that, consequently, whatever quantities of merchandise were warehoused "during the three months preceding," or at any other time since 1846, were warehoused by virtue of that act, and not "under the new tariff law" of 1857. We are further of the opinion that the descriptions and values of merchandise imported into the United States (unless they are declared for transit to foreign countries) are entered on the books of our custom-houses as soon as the importation at the port is legally effected, for which purpose twenty-four hours are allowed after entering port, and not when withdrawn from the warehouse, either for re-exportation or consumption. If we are correct in these views of the warehouse system, it must follow that "the large quantities of goods imported during the three months preceding" July 1 were embraced in the returns, and the objection of the Boston Traveller necessarily falls to the ground. Indeed, the only reference to the warehouse system which occurs in the act of 1857 is merely incidental and explanatory as to the time when the duties shall accrue on merchandise in the public stores on the first day of July. Section four of that act recites "that all goods, wares, and merchandise which shall be in the public stores on the first day of July aforesaid shall be subject, on entry thereof for consumption, to no other duty than if the same had been imported, respectively, after that day."

Why did we not embrace "the imports into New York for the months of July and August," in a résumé of our foreign commerce for the fiscal year ending June 30, was simply because, not having official data for such a statement, even were it admissible by way of an appendix, we reserved it for a future occasion when the returns for the entire fiscal year to which it will properly belong shall be officially spread before the country. When this period shall arrive, the true commercial rank of these two months, or of any other two months within the fiscal year, can be best ascertained by aggregating them with the remaining ten, and casting up the total results. It certainly would be not only an uncertain, but a very unfair way to ascertain the results of our foreign commerce for a whole fiscal year, and adjust the balances for or against us, if we were to select any two months distinct and separate from the remaining ten, and construct conjectural balances, one way or the other, which, even if correct for the particular period they embrace, must necessarily merge and disappear in the aggregate results shown by the official statement for the entire period. If, therefore, "our importations have been excessive and have contributed to the present financial pressure," our Boston contemporary must point us to some better authority for the assertion than the vague generalities on which it rests its rebuke of the Boston Post for endorsing the correctness of our figures by transferring our article to its editorial columns.

In connexion with this subject, we annex an extract from a very able article which we find in a late number of the St. Louis Leader, written, the editor of that well-conducted journal says, by a gentleman "who has been an editor for a quarter of a century of several of the principal journals in the largest cities in the Union, and has, therefore, had sufficient experience to speak intelligently upon the subject of which he treats."

The first point, naturally, to which we directed our attention was the state of our foreign commerce; for it seems to be almost universally believed that we have for some time been over-trading, and by an excess of our imports above our exports, created a large balance against us. Now, how stand the facts?

They are found as follows up to June 30, 1856, in the last report of Secretary Guthrie on the finances:

Total imports of 1856	\$314,639,942
Total exports of same	326,964,708
Balance in our favor	12,324,966

The exports of last year, therefore, not only paid for the imports, but left an excess quite sufficient to liquidate the annual interest of all the American stocks (government, State, railroad, and other) held abroad. These now amount collectively to \$202,922,937; their interest, at 6 per cent., to \$12,175,376. For 1857 down to 30th June we draw the official returns from a late exhibit in the Washington Union, as follows:

Imports—specie	\$12,461,799
free goods	54,267,607
dutiable	294,160,835
Total	360,890,241
Foreign exports—specie	9,038,270
free goods	4,313,862
dutiable	10,591,647
Total	23,943,779
Domestic exports—specie	80,075,552
merchandise	278,906,713
Total	358,982,265
Total exports—foreign and domestic	382,949,144

Here we have a surplus of but \$2,000,000, and this, of course, as if we were going to fall short of \$10,000,000 to pay interest. But let us see again: for the last ten years the returns have stood as follows, (see Guthrie again):

Imports	Exports	Deficit
1848—\$154,998,928	\$154,020,151	\$978,777
1849—178,557,439	145,755,820	2,101,619
1850—178,135,318	151,898,720	26,339,598
1851—216,224,932	128,388,011	2,110,979
1852—212,945,442	209,641,625	3,303,817
1853—267,978,647	230,452,250	37,526,397
1854—304,562,381	275,241,064	36,321,317
1855—261,468,520	275,156,846	13,688,326
1856—314,639,942	326,964,708	12,324,966
1857—360,890,241	382,949,144	2,159,003

In six out of ten years, then, our exports fall short of our imports by no less than \$66,224,171, or, annually, \$6,622,417; so that, clearly, a surplus of \$2,000,000 in 1857 is \$6,622,417 better than the usual average of our exports. Why then this fall short we proceed to explain. Their value is, in these returns, estimated where shipped, at our own custom-houses and upon prices at home. But as they are much bulkier than the imported articles, the freight and other charges add much more largely to the prices they bring abroad than happens in the case of imports. Now, these unestimated freights are probably at least equal to this annual deficit of \$6,622,417.

All this seems to us very satisfactory. But at any event, as to the question we are examining—the comparative safety of our present situation—the result during the last six years is triumphant; in 1852-'3-'4 our imports exceeded our exports by no less than \$67,151,531; while during the last three years we have not only exceeded our imports by \$28,072,295, this is a difference in our favor of only \$25,232,826 during barely three years!

It is, then, clear that we are not suffering nor going to suffer from the having over-traded abroad, for there has been no such over-trading.

DEPARTMENT NEWS.

STATE DEPARTMENT.
Wreck.—Information has been received from J. J. Merritt, esq., United States consul at Nassau, N. P., of the wreck of the American brig Sarah Thordike, near the south side of the Berry Islands, on the 3d of September. The captain and crew were saved, and also a part of the rigging of the vessel. The hull and cargo were entirely lost.

INTERIOR DEPARTMENT.
Hon. Thomas A. Hendricks, Commissioner of the General Land Office, having left the city on a brief visit to his home in Indiana, Joseph S. Wilson, the experienced chief clerk, has been appointed by the President acting commissioner.

TREASURY DEPARTMENT.
Appointments of *Disbursing Agents*.—The Secretary of the Treasury has made the following appointments:
Charles W. Hall, esq., disbursing agent for the new court-house and post office at Indianapolis, Indiana.
Charles Chapin, esq., of Brattleboro', Vermont, disbursing agent for the new court-house and post office at Windsor and Rutland, Vermont.

NAVY DEPARTMENT.
Advice from Captain Hudson.—The *Salvator* Telegraph Cuba.—Subjoined is a copy of the letter received yesterday morning by the Secretary of the Navy from Captain Hudson, in command of the United States steam-frigate Niagara:

UNITED STATES STEAM-FRIGATE NIAGARA,
Keyham Dock-yard, Plymouth,
September 17, 1857.
SIR: I have the honor to report that the Niagara was hauled into the Keyham basin yesterday afternoon, preparatory to landing the telegraphic cable, with the necessary appendages of machinery, steam-engine and boiler, which has so long, so uselessly and fatally as it proved, occupied her quarters.

The company have definitely decided not to lay out the cable this autumn, but to defer it until next summer. I herewith enclose a copy of their official letter on that subject, received on the 14th instant; and also, a resolution of thanks to the commanding and other officers of the telegraphic squadron, with a copy of my letter to the company of the 15th instant, urging them to expedite the work of landing, which will occupy some thirty-five days, or more, unless they work night and day in coiling it on shore.

Should the company desire to leave in their present condition the fixtures attached, or now up in the Niagara for coiling the cable, the trusses on the beams, &c., much of which would be destroyed in breaking up or removing, I shall comply with their wishes, unless otherwise directed by you, and return with the ship to New York, as she will then stand with the fixtures prepared for another and more successful effort, ready for removal at home, in the event of her being ordered or required for other service.

The crew and officers are in excellent health, but leading just now rather a monotonous life.
I am, respectfully, your obedient servant,
WM. L. HUDSON, Captain.

Hon. L. TUCKER,
Secretary of the Navy.

P. S.—I have just been informed by the Admiral Superintendent, Sir James H. Plumridge, that he had received a telegraphic dispatch from the Admiralty not to have any of the cable landed until further orders.
I can only conjecture, as the company have abundant time to manufacture another cable, that it may have been disposed of to the Red Sea or East India Company, for laying out to India.

Among the correspondence enclosed by Capt. Hudson, and alluded to in the above letter, we find an answer to two letters received by him from Mr. George Sarrard, secretary of the Atlantic Telegraph Company. Captain Hudson informed the secretary that he was in hourly expectation of special instructions in regard to his movements from the honorable Secretary of the Navy, and that the presumption was that he would be ordered to return immediately to the United States. In order that he might be prepared to do so with the least possible delay, it was necessary that the machinery should be removed from the quarter-deck, and the cable landed as soon as practicable. In conclusion, he hoped that the necessary directions for the accomplishment of this might be given with as little delay as possible.

Subjoined is a copy of correspondence also enclosed by Capt. Hudson:

ATLANTIC TELEGRAPH COMPANY,
22 Old Broad Street, London, Sept. 11, 1857.
DEAR SIR: I beg to hand you on the other side an extract from the minutes of the board of this company, dated the 9th instant, from which you will see they have decided against laying the cable this year.
I had hoped I should have been able at the same time to have informed you of the decision of the admiralty as to our being allowed to store it at Keyham; but the matter having been referred to the naval authorities at Plymouth, whose report will not be received for a day or two, I have thought it better to send you the resolutions showing how the matter stands up to the present moment.
I am, dear sir, yours, faithfully,
GEORGE SARRARD, Secretary.

iron-wire being procured for the use of the manufacturers, to furnish the company with a further length of cable this autumn, and the improvements required in the paying out machinery, it was

Resolved, That under these circumstances, and with due regard to the interests of the company, it would not be prudent to make a further effort to lay the cable across the Atlantic this year which they have been engaged.

Resolved, That the board having decided to postpone making another attempt to carry out this enterprise until next year, immediate steps be taken for landing the cable from the Niagara and Agamemnon respectively, and for doing all things necessary for its proper protection, preservation, and testing, before re-shipment.

Resolved, That the engineers be instructed to take such measures as may be requisite for the proper protection and stowing of the machinery and other mechanical appliances and stores at present on board both ships.
GEORGE SARRARD, Secretary.

ATLANTIC TELEGRAPH COMPANY,
No. 22 Old Broad Street,
London, September 12, 1857.
DEAR SIR: I beg to hand you on the other side an extract from the minutes of the board, dated the 10th inst., in which the directors wish to express their best and warmest thanks for the very valuable services and cheerful and ready assistance you have rendered to the great enterprise in which they have been engaged.

I am, dear sir, yours, faithfully,
GEORGE SARRARD, Secretary.

Extract from the Minutes of Proceedings of the Board of Directors of the Atlantic Telegraph Company, dated September 10, 1857.
Resolved, That the best and warmest thanks of this board be tendered to Captain Hudson, U. S. N., Captain Sande, U. S. N., Capt. Wainwright, R. N., Master-Commander Noddall, R. N., and the officers under their respective commands, for their very valuable services and untiring zeal, and for their ever-ready and cheerful assistance in the advancement of this great enterprise, the successful accomplishment of which, under circumstances of great personal inconvenience, they have all had most deeply at heart, although, from circumstances over which they had no power to exercise either power or control, a temporary check has been sustained to its completion.
GEORGE SARRARD, Secretary.

THE CHARLESTON BANKS.

The Charleston Mercury of Thursday says:
"We are authorized to state that a conference was held yesterday afternoon by the presidents of all the banks of this city, and that a resolution to continue specie payments was unanimously adopted."
Each bank is notified in being asked to make this announcement. It was the course we expected the banks of our city to take; but they can only maintain it by proving themselves a part of the life-blood of the community, and giving freely their strength and warmth to all the commercial interests that cluster around it. It is when the community is one that it is strong."

FROM ST. DOMINGO.
By the way of New York we have news from St. Domingo city to the 13th ult. The city was still besieged by the Cayloa troops—formerly called Dominican soldiers—to the number of eight thousand, under command of General Santana. It was summoned to surrender within four days, or else Santana men would storm it, and it was thought that the place would be given up in consequence. Five thousand Haytian troops had appeared at the territorial line of division, but were held in check by three thousand Cayloas. The seat of government was at Santa Rita.

DEATH OF GEN. GEORGE RUST.

The Baltimore papers of Saturday last contained the melancholy intelligence of the death of General George Rust, which occurred in that city on Thursday evening. General Rust was for many years a resident of this country, where, by his untiring energy, and a determination that knew no such word as fail, added to his remarkable business tact, he amassed a large property, and was generally esteemed for his integrity of purpose and uprightnes of character. During the war of 1812 he was one of the volunteer defenders of Baltimore; subsequently he represented Loudoun county in the legislature of Virginia, and was also, during the administration of Gen. Jackson, superintendent of the national armory at Harper's Ferry. In each of which positions he sustained himself with much credit. A few months ago he disposed of his beautiful estate in this country and removed to Baltimore city, where he connected himself with the banking firm of Messrs. Appleton & Co., of which he was a member at the time of his death. But the day of his usefulness has passed; with him "life's fitful dream is o'er," still his memory will long remain green in the breasts of many in this community who have enjoyed his acquaintance and partaken of his liberal hospitality. The deceased was in the 70th year of his age.

The Norfolk papers say that the Navy Department has given orders, that the Swedish frigate Ellen, Captain Johnson, which saved the lives of 40 of the passengers of the ill-fated Central America, shall be repaired at the government expense, and supplied with two months' provisions for her home voyage to Europe.

The governor and council of New Hampshire have appointed Thursday, November 26, for Thanksgiving Day in that State. This is the first of the season.

OFFICIAL.

DEPARTMENT OF STATE,
Washington, October 3, 1857.
Information has been received at this department from Charles B. Webster, the United States consul at Tehuacan, Mexico, of the death of the 25th inst. of the late Jose de Jesus, of Joseph S. Hopper, a citizen of the United States. The deceased was a native of Pennsylvania, and came to Tehuacan from California (where he had resided some years) in April last. He was about 32.

GREAT ATTRACTION!

For one week only, every afternoon and evening,
AT ODD FELLOWS HALL.
THE LEARNED CANARY BIRDS,
Upwards of one hundred in number!
WONDERFUL POWER OF VENTRILISM;
UNACCOUNTABLE FEATS IN NATURAL MAGIC!
SPIRITUALISM & TABLE RAPPING,
Of the most surprising character!

The celebrated and renowned Signor BLITZ will have the honor of giving his performance at the above place on
Monday, October 6.
In the afternoon at 3 o'clock, and in the evening at 7 1/2, and to continue every afternoon and evening during the week.
Time: Doors open commencing at 2 o'clock, commencing at 3; evening at 7; commencing at 8. Tickets for sale at the usual places.
Admission 25 cents; children, 15 cents.
Oct 6

Banking House
OF
SWENNY, RITTENHOUSE, FANT, & CO.
WE will open gold, currency, and Virginia accounts for depositors, and credit the difference between gold and currency. These drawing Virginia or currency will mark their checks accordingly.
These depositing specie will be paid in gold or silver.
We have in a few days in ready receipt for foreign bank notes, as well as our home currency, as usual.
SWENNY, RITTENHOUSE, FANT, & CO.,
Bankers,
No. 204—4th

FALL SUPPLY OF NEW JEWELRY. Watches, and Silver Ware.—M. W. Galt & Bro. open this day, a splendid assortment of the newest styles ladies' and gentlemen's very superior watches. Gold, white and black lava, coral, cameo, and jet jewelry. Also, every possible variety of fancy silver ware, suitable for presents. The above embraces everything new and desirable in our line, which are offered unusually low.
M. W. GALT & BRO.,
Oct 2—31. 224 Penn. avenue, between 9th and 10th streets.

LOCAL NEWS.

SIGNOR BLITZ.—Next week this gentleman will open his budget of wonders at Odd Fellows' Hall. In addition to his powers of ventriloquism, unaccountable feats in natural magic, and spiritism, and table-rapping, he will present his learned canary birds—one hundred of them—which go through "the drill" with surprising accuracy.

Signor Blit is not a stranger in Washington, and, therefore, he needs no special newspaper commendation of his peculiar merits in his profession. It is well known to thousands of the residents of this city that, while he tricks astonish the beholders, he has a very peculiar and himself keeping his auditories in a pleasant humor, and affording a large amount of rational amusement at a very small expense. He is not only "clever" in his performance, but in private life he is not only popular. Adults and juveniles will, it is not to be doubted, give Signor Blit a de-ade-fash-ioned welcome.

In the death of announcements, his advent cannot fail to be appreciated by the community at large.

SERIOUS ACCIDENT.—This morning a man engaged in one of our saw-mills had his hand severely cut through, completely severing the bone, while handling some of the machinery. He was immediately conducted in a hack to his residence on Seventh street, between G and F streets. If lock-fast does not supervene, the physician in attendance is of opinion that the accident will be attended with no other result than perhaps a stiffening of the joints and fingers.

BY TELEGRAPH.

Substitute for the Star of the West.
New York, Oct. 3.—The steamer St. Louis is to take the place of the Star of the West for Aspinwall, but will not sail until the 7th instant.

Another Failure.
New York, Oct. 3.—Clarke, Dodge, & Co., domestic exchange brokers, have failed.
E. W. Clarke & Co., of Philadelphia, announce that the suspension of Clarke, Dodge, & Co. will not interfere with their business. Their house is going on as usual.

FINANCES IN PHILADELPHIA.

PHILADELPHIA, Oct. 3.—It is a blue day in stocks. There have been no sales of Reading, and but ten has been bid.
The Pennsylvania Bank will not go into line until Monday.

Propeller Burnt.
SANDWICH, Oct. 3.—The Erie railroad propeller Republic was burnt yesterday at the southern Michigan dock. It was totally destroyed, with a cargo of goods and live stock.

A large freight house of the latter company was also destroyed. A portion of the contents had a partial insurance.

NEW INDIAN TREATY.

St. Louis, Oct. 3.—Gen. Denver has made a satisfactory treaty with the Pawnees.
Hostile Position of the Mormons.
St. Louis, Oct. 2.—The Lexington Express announces the arrival of Captain Russell from Salt Lake, and says: "The Mormons have fortified Fort Bridges to resist the passage of the government troops."
The Cheyenne Indians were committing depredations on an aggravated character.

OFFICIAL.

DEPARTMENT OF STATE,
Washington, September 23, 1857.
Information has been received from the United States consul at Merida and Sinaloa, of the death of Sinaloa, on the 4th of June last, of Mr. Eugene Lawrence, a citizen of the United States, and, as is believed, late a native of the State of New York.

TREASURY DEPARTMENT.

September 23, 1857.
NOTICE IS HEREBY GIVEN to the holders of stocks of the United States that this department will purchase such certificates as shall be received here, duly assigned to the United States, previous to the 1st day of November next, at the rates heretofore offered and paid, viz:
10 per cent. premium on bonds of 1842 and 1843;
16 per cent. premium on bonds of 1847 and 1848; and
6 per cent. premium on Texas indemnity 5 per cent. stock, together with the interest accrued in each case from 1st July.

Certificates of stock received here on or after the 1st day of November, but not before the 1st day of January, will be purchased at the following rates, viz:
8 per cent. premium on the bonds of 1842;
14 per cent. premium on the bonds of 1847 and 1848; and
5 per cent. premium on Texas indemnity 5 per cent. stock, with the interest accrued in each case from 1st July.

Where certificates of stock subscribed and transferable on the books of the treasury shall be received here, assigned to the United States, between the 1st December, when the transfer books will be closed, and the 1st January, when the half-yearly interest is payable, the accrued interest for the half-year shall accrue to the United States by the United States by the stockholder, as no interest for the current half-year can be included in the settlement, but the same will be payable by the Assistant Treasurer on the interest schedule as heretofore.
In all cases the purchase money will be settled in favor of the lawful holder of the stock, who shall assign it to the United States in the mode prescribed by the regulations of accounts of stock; and remittance will be made of the amount by draft on the assistant treasurer at Boston, New York, or Philadelphia, at the option of the party in whose favor the settlement shall be made. One day's additional interest will be added from the day of receipt of the draft, to be sent by mail.

HOWELL COBB,
Secretary of the Treasury.

Magnificent Grain and Stock Farm for Sale.

The subscriber having fixed his residence in Washington for a few years, wishes to sell his farm, stock, &c., upon such terms, as cannot fail to be satisfactory to any one who is desirous of securing a stock farm. The farm, which I will sell, contains 800 acres of first quality land, lying in the county of Bowie, State of Missouri, and a little over a mile from the town of Bowling Green, the county seat of Pike. There are about seven hundred acres of rich and gently rolling prairie, the balance in timber. Upwards of four hundred acres are in a fine state of cultivation; our limited acre in meadow; sixty acres in wheat; ten acres in orchard of the best selected fruit, now bearing finely, and enclosed by an Orange grove hedge. It is the best watered farm in the neighborhood. Besides never-failing ponds of stock water, there is a small creek running through the tract, affording an inexhaustible supply of water at all seasons of the year. The farm is twelve miles from the flourishing and rapidly growing city of Louisiana, our market town on the Mississippi river, with a plank road complete to Bowling Green, by which we can take a lead of produce to wagon to Louisiana,